

Appl. No. 10/684,316  
Amdt. dated July 12, 2005  
Reply to Office Action of June 14, 2005

PATENT

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings of claims in the application:

**Listing of Claims:**

1-55. (Canceled)

56. (Withdrawn) A method of securing an aircraft against unauthorized direction or misdirection, comprising:

detecting a potential imminent unauthorized control input to the aircraft;

in response to the step of detecting, triggering a security mode whereby manual control of the aircraft navigation is disabled, and automatic control of aircraft navigation is commenced.

57. (Withdrawn) The method of Claim 56, and further comprising the steps of:

automatically selecting a nearest suitable landing site for the aircraft based on a search of a database of landing sites; and

automatically redirecting the aircraft onto a flight path terminating at the selected nearest suitable landing site.

58. (Withdrawn) The method according to Claim 56, and further comprising the step of:

receiving a remotely transmitted radio transmission constructed to control the navigation of the aircraft after entry into the security mode.

59-60. (Canceled)

61. (Withdrawn) The method of Claim 56, and further comprising deactivating an aircraft voice communication radio.

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62. (Withdrawn) The method of Claim 56, and further comprising transmitting at least one of a cockpit voice recorder (CVR) data or a flight data recorder (FDR) data to a ground control station.

63. (Withdrawn) The method of Claim 56, wherein triggering the security mode comprises:

disabling manual control of aircraft navigation;  
deactivating manual control of an auto-pilot control on board the aircraft; and  
inputting flight path and landing instructions to the auto-pilot control.

64. (Withdrawn) The method of Claim 63, further comprising receiving flight path and landing instructions from a ground station.

65. (Withdrawn) The method of Claim 63, further comprising:  
obtaining position location information;  
comparing the position location information to a predetermined list of approved landing airports;

identify a suitable airport from the predetermined list of approved landing airports; and  
determining flight path and landing instructions for landing at the suitable airport.

66. (Previously presented) A method of securing an aircraft against unauthorized direction or misdirection, comprising:

receiving an indication of a distress event;  
disabling on board manual control of the aircraft;  
disabling manual on board control of the aircraft autopilot; and  
inputting flight path and landing instructions to the autopilot.

67. (Previously presented) The method of Claim 66, wherein receiving the indication of the distress event comprises receiving the indication from an on board device.

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68. (Previously presented) The method of Claim 66, wherein receiving the indication of the distress event comprises receiving the indication from a ground station.

69. (Previously presented) The method of Claim 66, wherein inputting flight path and landing instructions to the autopilot comprises:

receiving flight path and landing instructions from a ground station; and  
inputting the flight path and landing instructions received from the ground station to the autopilot.

70. (Previously presented) The method of Claim 66, wherein inputting flight path and landing instructions to the autopilot comprises:

obtaining position location information;  
comparing the position location information to a predetermined list of approved landing airports;  
identify a suitable airport from the predetermined list of approved landing airports; and  
determining flight path and landing instructions for landing at the suitable airport.

71. (Previously presented) The method of Claim 70, wherein the list of predetermined list of approved landing airports comprises a list of approved military airports.

72. (Previously presented) The method of Claim 66, further comprising deactivating an aircraft voice communication radio.

73. (Previously presented) The method of Claim 66, further comprising transmitting at least one of a cockpit voice recorder (CVR) data or a flight data recorder (FDR) data to a ground control station.